GRUMMAN

planenews

A biweekly publication for Grumman Aerospace Corporation employees

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Cuomo officially opens 'Gateway to Grumman'

About 2,000 Grummanites and guests clapped and cheered, and the Grumman Band played "Happy Days Are Here Again" when New York Governor Mario Cuomo cut the ribbon on the new Grumman Headquarters addition October 17.

During the ceremony, held in front of the three-story glass atrium that will serve as the company's main entrance, Grumman Corporation President Joe Gavin noted the concern the Cuomo administration has shown for the effects of high energy costs on the Long Island economy. Cuomo's actions have lead Grumman to expand its Long Island facilities — to the tune of 16 separate building projects at eight locations.

"We're erecting something like 2,000 tons of steel and 9,000 cubic yards of concrete," Gavin remarked. "In 54 years, Grumman has come from a garage in Baldwin, with 12,000 square feet, to today, where we now occupy about 12

(Continued on page 3)

GD/Grumman team to bid for Marshall space station pact

- pg. 7

Time to call it quits? Sign up for smoking cessation seminars

- pg. 6

New Hush House running at full throttle

- pg. 4

news briefs

Ochenrider to retire

Gordon Ochenrider, senior vice president, Washington Operations of Grumman Aerospace Corporation and vice president of Grumman Corporation, will retire on February 28, 1985, to establish his own consulting business in Washington, D.C.

"Gordon has been at the center of every major Grumman business issue in Washington for the past 10 years," says Jack Bierwirth, Chairman, Grumman Corporation. "We've depended on his understanding of the Washington system, and we expect to continue to rely on him as one of his corporate clients. As special consultant to the chairman of the board, Gordon will continue to play a major role in Grumman's relationships with the Congress, Department of Defense and other federal government agencies."

A graduate of the U.S. Naval Academy and a former naval jet fighter pilot, Ochenrider joined Grumman in February, 1955. "My thirtieth anniversary seems an appropriate occasion to move on to a new opportunity that I've been considering for several years," he said. "I appreciate very much Grumman's help and support in this transition into my own consulting business in a way that allows me to continue to be an active part of Grumman while also serving other clients with parallel interests."

Gordon Ochenrider

Prior to his current post, Ochenrider served in Grumman's flight test department, represented the company in Europe and subsequently directed all business development activities.

Retire obituaries

Edward J. Hohn, PO Box 4974, Ft. Lauderdale, FL, died September 1, 1984. He retired in 1971.

George W. Hemme of 41 Jester La., Levittown, NY, died September 2, 1984. He retired in 1984.

Frank P. Marciniak of 1 Hennessy Dr., Huntington, NY, died September 3, 1984. He retired in 1984.

Conrad J. Cloutier of 33 Center Dr., Manhasset, NY, died September 4, 1984. He retired in 1971.

John J. Zaleski of 85 Roosevelt Pl., Mineola, NY, died September 8, 1984. He retired in 1976.

Edward H. Smith of 47 Simon St., Babylon, NY, died September 11, 1984. He retired in 1960.

Edward P. Smith of 5995 Freedom Dr., Groveland, FL, died September 11, 1984. He retired in 1971.

(Continued on page 8)

letters

On the bridge. *Captain David Rogers of the U.S.S. Kitty Hawk chats with Grumman retiree Ralph Bimonte during this summer's 'Tiger Cruise' in the Pacific.*

Dear Plane News,

Recently I was invited by my son, Clarke Prescott, a chaplain aboard the *U.S.S. Kitty Hawk*. My two grandsons, Robert, 12, and Tom, 10, and I boarded the *Hawk* in Honolulu for its return trip to California. . .for the "Tiger Cruise."

While still in Honolulu, the four of us did some sightseeing — I especially wanted to take the boys to see the Arizona Memorial.

A little more about the cruise. The meals were great and a good variety. They serve 17,000 meals per day — all you can eat.

I was also invited to visit Captain David Rogers on the bridge. Capt. Rogers has some flying hours in the F-14 and told me that it's a great ship.

The *Hawk* put on a full flight operation for the "Tigers" from takeoff to landing which included an air show, flight formation and target practice. I did have a chance to speak to some of the pilots and they all like the F-14 very much. They told me it s a great plane and fun to fly.

Yours truly,

Ralph R. Bimonte
Retired from Repro Dept., Plant 15

calendar

Aikido Club: (Martial Arts) every Wed., 5 p.m., Recreation bldg. Beginners class. Guests welcome. M. Brooks, Ext. 115-6171/H. Brondo, Ext. 5 2719.

Alcoholics Anonymous: every Mon., 4:30 p.m., Plant 15, conference room C, closed meetings; Personnel Relations, Ext. 53521. Great River meetings: every Wed., 4-5 p.m. T. Conley, Ext. 53521. Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Flt. Test Center, new conference meeting room, open meeting, Personnel, 369-6759 C. Robb, Ext. 117-7038.

Amateur Radio Club: every 3rd Wed. of the month. Meeting held in the white shack on top of Plant 5 by the blue ball, 5 p.m. B. Wengler, Ext. 50188.

Chess Club: every Fri., Recreation bldg., 5 to 11 p.m. Beginner to Expert, guests welcome. K. Marley, Ext. 54901/N. Corso, Ext. 59600.

Coin Club: (Calverton) every Fri., noon lunch, Plant 6, A-6 Action Center conference room. Grumman employees welcome. N. Evangelides, Ext. 117-7242.

Computer Club: 1st Mon. of every month, Recreation bldg., 7 p.m. Computer discussion and demonstration/beginner to advanced programming. Guests welcome J. Hayne, Ext. 54945/H. Baluta, Ext. 50389.

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Guests welcome. S. Koppell, Ext. 115-3800.

Duplicate Bridge Club: every Thur., Recreation bldg., 6 p.m. Guests welcome. P. Gill, Ext. 115-8414.

Equestrian Club: every weeknight, Knoll Farm, Brentwood, 6 p.m. Grumman employees and immediate family only. P. Morrison, Ext. 57505.

Fencing Club: every Wed., 4:45-6:30 p.m., Recreation bldg. Free instructions, guests welcome. J. Hayne, Ext. 54945/P. Chaldaris, Ext. 53486.

Folk Dancer's Club: (Calverton) every Thurs., 2nd floor, Plant 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835.

Congratulations, grads!

The first group of graduates of the Basic Aircraft Sheet Metal Fabrication Course — conducted by Grumman in partnership with New York State — recently received their diplomas.

Shown (L to R) are Paul Kanzler, director, Corporate Manufacturing Skills Training; Frances Flood, director, New York State Office of Occupational Education; graduates John White, John Cress, and Paul Smith; Vice President-Bethpage Operations Herb Grossman; graduates Michael Hill, Alex Piacentini, Thomas Cappiello, Michael Chapman, Norman Spearman, Dennis Cook, Michael Langella; and Beatrice LiBow, associate principal, BOCES Aviation Center.

New York State selects candidates for the course based on a series of tests, and Grumman provides an instructor and training facilities. The course runs four nights a week for four weeks, and includes lectures followed by a hands-on project. Successful grads are given priority consideration for employment at Grumman in the manufacturing area.

Kanzler notes that the program is similar to training efforts in place at Grumman's Milledgeville (Ga.), St. Augustine, and Stuart (both Fla.) locations. He says the chances of retaining successful grads of these programs are three to four times greater than hiring "off the street." The second training class is tentatively scheduled for next spring.

Gavin: '... a new chapter in Grumman's history'

(Continued from page 1)

million square feet."

Another exciting new development is occuring on the inside: modernization. Gavin cited new tooling, the new heat treat facility at Plant 3, and some applications of robotics as examples of Grumman's extensive modernization effort.

Gavin also pointed to the growth in electronics disciplines at Grumman Aerospace and Grumman Data Systems as testimony to the changing nature of the company's business. "So, Governor," he stated. "When you cut that ribbon, you're not just opening a new building. You're opening a new chapter in Grumman's history. And I think it's going to be a very exciting chapter."

Grumman Corporation Chairman Jack Bierwirth commented that New York State has emerged strong after undergoing some hard times. "A lot of good things have been done, and a lot of courageous actions have been taken, with regard to the surge in the economy," he said. "The leadership in that surge has come from Long Island . . . We're looking forward for the opportunity to participate in something very exciting for the state of New York."

Governor Cuomo said the relationship between his office and Grumman provides an example of good government-business cooperation, which he views as vital. He also noted that one of his recent accomplishments — obtaining lower-cost power for Long Island industry from Upstate sources — came about via teamwork among rivals.

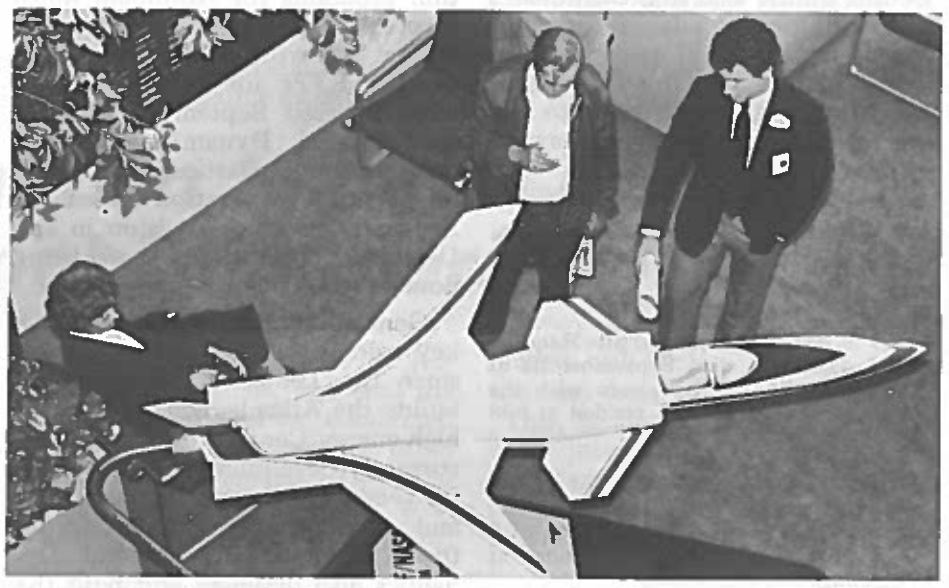
"Nothing happens in this state unless Democrats talk to Republicans, and come to an agreement," he declared. "Nothing happens unless Upstaters and Long Islanders work together. Nothing happens unless men and women, blacks and whites, work together . . . Good things happen when you work together."

Cuomo said the 1,000 new jobs created by Grumman's expansion were part of a larger trend happening not only on Long Island, but throughout New York. "Two hundred thousand more people are working now than a year ago," he declared.

He added that New York's population is up, too, defying the predictions of those who expected many more to leave the state for the Sunbelt. "We're on the way up," he attested. "And if we're smart enough to keep Democrats talking to Republicans, men to women, black to whites, and Upstaters to Downstaters, we have immense strength. We can go all the way back to the Empire State position . . . We've got everything: high tech, education, we've got water! You'll see the day when they'll come crawling from the Sunbelt with their hands on their throats begging for a drop of our water!"

Following his remarks, the Governor took a tour of the new building, which actually consists of three distinct structures. The ceremony marked the opening of the first two — the atrium area and one adjoining office building. The last segment, or "pod," of the new addition will be completed later this year.

Snip. *Gov. Mario Cuomo gets assistance from Grumman Corp. Chairman Jack Bierwirth (R) and President Joe Gavin (L) at the ribbon cutting ceremony for the new Headquarters addition. (Photos by Bob Settles)*



Pictured from left to right. *Grummanites at Calverton Operations proudly stand by their latest product — the 500th F-14 Tomcat. The Navy's first F-14 air superiority fighter rolled off the Calverton production line in December 1970.*

GRUMMAN
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GD, GAC join forces for space station bid

On September 27, General Dynamics of St. Louis, Missouri, announced that it will team with Grumman Aerospace in competing for one of the prime contractor roles in NASA's space station program.

General Dynamics President Oliver Boileau said that the General Dynamics/Grumman partnership "offers ideal complementary capabilities" to support the space station work package being managed by NASA's Marshall Space Flight Center, Huntsville, Alabama. General Dynamics and Grumman participated in the space station definition studies recently completed for NASA.

Grumman Aerospace President George Skurla said that Grumman's role will focus on laboratory outfitting and thermal systems. "We look forward to this important opportunity to contribute to the space station program with General Dynamics," said Skurla. "We consider this program to be an exciting challenge."

The NASA-Marshall work package includes definition and preliminary design of a pressurized common module with appropriate systems for use as laboratories, habitats and logistics support; environmental control and life support system; propulsion system; outfitting laboratory and logistics modules; and accommodations and servicing systems for orbital maneuvering vehicles and orbital transfer vehicles.

"The first step in the competition is to bid on and win one of the systems definition contracts," notes Dick Kline, director of Space Station Programs for Grumman Aerospace. "They will be awarded this winter, and work will begin in April of '85. RFPs for these contracts were released September 15, and the General Dynamics/Grumman team is enthusiastically working on proposal preparation at General Dynamics' Convair Division in San Diego, with additional work being done at Bethpage."

General Dynamics has played a key role in the U.S. space program since the 1950s. It designed and builds the Atlas launch vehicle and high-energy Centaur booster, and is currently developing a more powerful version of Centaur for planetary and geostationary missions from the Space Shuttle. General Dynamics also designed and built the orbiter midfuselage for the Shuttle, and Grumman designed and builds the Shuttle wings.

Suited up. *Steve Lang, Linda Gallagher, Mary Phalen, and Ron McCaffrey of Grumman's Space Station Programs department are shown outside the common module mockup built by Grumman in Plant 5. The mockup will be used by the General Dynamics/Grumman team in making its proposal. The interior of the unit is classified.*

N.Y. Air Guard has openings

The New York Air National Guard's 213th Engineering Installation Squadron, located in Roslyn, N.Y., is looking for a few good men and women to join the unit.

Vacancies exist within the teletype maintenance, ground radio, flight vacancies and wire career fields. If you have previous military service and have a background in electronics, you may qualify to become a member. Veterans may retain their previously held rank (if qualified).

Benefits include base exchange privileges, commissary, training, travel — and retirement.

In addition, the New York Air National Guard recently announced the opening of the 106th Civil Engineering Flight, also located at Roslyn. The unit will perform duties by supporting the U.S. Air Force civil engineering function. Qualified engineers are needed (electrical, mechanical, and civil) to direct and plan various jobs. Commissions are available if one qualifies.

New York Air Guardsmen perform duty only one weekend every month and two weeks of annual training (usually in the summer). To see if you qualify, call Master Sergeant Dennis Layer, (516) 621-1422 or 299-5281.

obituaries

JEAN S. KOCHELL of ILS Site Requirements, Plant 40, died September 24 at the age of 54. He had been with the company since 1967 and resided at 968 Thompson Dr., Bay Shore.

MICHAEL BAUMGARTEN of Aerodynamic Design, Plant 40, died September 28 at the age of 48. He had been with the company since 1956 and resided at 36 Hastings Dr., Northport.

ROBERT H. LIND of Production Programs, Plant 40, died August 31 at the age of 63. He had been with the company since 1968, and his address was CUE-Richmond B3, Deerfield Beach, Fla.

VINCENT A. TRICAMO of ILS RF/Servo Engineering, Plant 25, died October 1 at the age of 69. He had been with the company since 1967 and resided at 204 West Lena Ave., Freeport.

HARRISON N. JOHNSON of Facilities Maintenance, Plant 6, died September 23 at the age of 50. He had been with the company since 1967 and resided at 144 Hillcrest Ave., Southampton.

More personals

My family and I wish to express our sincere thanks and appreciation to my friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my mother. **Roy Jacobson**

My family and I wish to express our sincere thanks and appreciation to my friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my father. **David Arlen**

My family and I wish to express our sincere thanks and appreciation to my friends and co-workers for their kind expressions of sympathy during the recent loss of my mother. **Harvey Wapner**

In appreciation. *Retiree volunteers for the 1984 Grumman Blood Program were honored recently at a luncheon at the Linden Tree Restaurant in Bethpage. In the front row (L to R) are Howard Teichman, Kay Slechten, Helene Stone, Will Bischoff ('84 Blood Program chairman), Al Kunkel, and Mary Kunkel. In rear are Bruce Hausser ('84 Blood Program director), Patti DeMario (Program staff), Bill Jeffries, Bob Morace, George Petrilak, Chauncey Smith (Program staff), Tony Friscia, Jimmy Garraffo, Bob Giles, and Dick Braham.*

GAC offers portable composite repair kits

Composite materials, such as boron, graphite, and kevlar, offer significant weight and corrosion-resistance advantages over most metals used in aircraft manufacturing. Still, no material is completely immune to damage.

Just as the use of composites in aircraft is relatively new, so too is the technology necessary to repair damage to these materials. A leader in the field of composites, Grumman has developed a group of specialized composite repair sets to meet the needs of present and future aircraft repair and maintenance.

Hal Wicker, ILS engineering specialist, says "Grumman's initial need for a composite repair unit came out of an F-14 program requirement. Since the F-14 has boron stabilizers, we realized that we would need some kind of system to repair any damage to the stabilizers that might occur after they came off the production line."

While the early repair kits were specifically designed for the F-14 stabilizer and are limited in applications, the new composite repair sets (CRS) have been "generically designed as a product in and of itself — for use on commercial as well as military aircraft," Wicker adds.

Jack Schneider, section head for ILS Mechanical Equipment Engineering, notes that, "the early repair system for the Tomcat's boron stabilizer was a fairly simple manual process that was limited in its use. The three automatic CRS units and the composite repair blanket (CRB) that we are offering now are 'state-of-the-art' composite repair systems.

Suitcase size

"Each of the suitcase-size portable CRS units features fully programmable temperature controllers which regulate the critical temperatures needed to effectively repair boron, graphite, kevlar, aluminum and fiberglass composites with epoxy or polyimide resin systems," says Schneider.

Because of the portability of the units, repairs can be carried-out on the job site — "whether it be in a commercial hangar or onboard a Navy aircraft carrier," notes Wicker.

Designed to work along with the CRS unit is a composite repair blanket (CRB). The circular, silicone-rubber blanket acts as a vacuum sealed, heated patch-cover on a repair job. It is sold as a separate item and is designed for use only with the larger CRS-2 model. Standard heaters and "bagging" techniques are used with the other two CRS units.

"The blanket is a special Grumman innovation that offers a greater degree of control in the monitoring of heat and pressure application to the patch area," Wicker says. Grumman holds a patent for the combination of the CRS and the blanket.

The CRB, along with the CRS kits, are designed specifically to repair cracks and holes in composite skins. "The basic purpose of the kit is to apply measured, controlled pressure and heat to a patch that has been placed over a crack or a hole in a composite skin — essentially doing the work of a high-heat, high-pressure autoclave on a smaller scale," explains Wicker.

The system, though limited in repair size, can handle most of the allowable repairs on today's aircraft. "For instance," says Schneider, "the maximum allowable repair for damage to an F-14 skin is a two inch hole, which requires a 10-inch patch."

Patches applied by the repair sets are designed to restore the damaged structure to 100 percent of its original strength. In addition, the entire repair process can be done right on the aircraft, saving manpower and greatly reducing aircraft downtime.

Marketing representative Bill Byers points out that "the Grumman CRS system offers features such as integral vacuum capability, microprocessor-based programmable temperature controllers, and portability. The repair blanket is also exclusive to the Grumman CRS system.

"The versatility and portability of the units, and a competitive low price, makes this the most cost effective and efficient composite repair system on the market today," Byers asserts.

CRS units and blankets are scheduled for in-house use at Grumman's Milledgeville and Calverton sites, and several are already in the U.S. Air Force inventory.

Versatile repair kit. *ILS engineering specialist Hal Wicker, makes technical adjustments on a new Grumman composite repair set (CRS) for a shop test of the portable unit. The CRS is attached to a Grumman patented composite repair blanket (CRB — upper left) which applies vacuum pressure and heat to a composite repair patch.*

Kohler/Grumman team to develop new Army mobile generator sets

Teamed with Kohler Company of Wisconsin, Grumman Aerospace has won a U.S. Army Belvoir Research and Development Center cost-plus-fixed-fee contract for the development of a new family of military mobile power generator sets with Signature Suppression and Nuclear Hardening (SSNH).

Grumman, as a major subcontractor to Kohler, will design, build, and test a total of nine SSNH prototype kits during the 21-month Phase I of the contract. Grumman's share of the Army contract is $810,000.

Adapting to threat

Dr. Jonas Bilenas, program manager for the SSNH project, says, "we are adapting counter measures (CM) technologies for SSNH to Kohler manufactured diesel-engine-driven electric generator sets.
electric generator sets.

"In this case, signature suppression requires both infrared (thermal) and acoustic (sound) reduction to deny target detection and recognition by threat sensors. This is accomplished primarily by air cooling and acoustic/thermal barriers combined with special internally housed suppression components," continues Bilenas.

Similarly, the nuclear hardening provides protection against several nuclear weapon effects.

Dick Hadcock, director of Advanced Development, says that the SSNH program will be conducted by AD along with several other Aerospace departments. The technology tasks will be staffed with specialty teams from Engineering, Research and Integrated Logistics Support (ILS). The kits will be designed, fabricated and assembled by Product Development Operations Center (PDOC) in Plant 5. Some of the testing of the kits will be done using a recently acquired Thermal Imaging System (TIS).

John Penn, a Grumman manager for U.S. Army Marketing, points out that the Grumman/Kohler teaming for this contract, "is a different marketing concept from the normal Grumman programs. What we have here is a case of our having a certain special technological know-how in CM technologies which we are applying to a completely different — through still military — market.

'Key to winning the contract'

"Teaming with Kohler was the key to getting the contract. Grumman conducted a market study of candidate generator set suppliers — keeping in mind the Army's requirements for signature suppression and nuclear hardening — and picked out what we believe to be the very best partner," adds Penn. "This, in fact, is Kohler's very first entry into the military market. We are combining Grumman's technological expertise in the field of SSNH with Kohler's superior ability to design and manufacture quality generator sets to come up with an item that the Army both needs and wants.

"Frankly, neither Grumman nor Kohler alone could have done it. Together, however, we make a winning team. It should also be noted that with more than 100,000 generator sets currently in the military inventory — many of which will require SSNH kits, the potential downstream production value of the Army program is significant."

Using the infrared (IR) signature suppression technology developed by Grumman through the OV-1D Mohawk aircraft IR suppressor programs, Grumman has also been awarded a cost-plus-fix-fee $150,000 contract from the U.S. Army Tank-Automotive Command (TACOM). Grumman will design, build and test an IRS demonstrator for the gas turbine engine of the Abrams M1 main battle tank. The IRS demonstrator design is based on a Grumman design concept developed in a previous TACOM contract.

Okay, smoking is the pits, but it's tough to call it quits

It's becoming an anti-smoking world. You can't light up in elevators, libraries, and sporting arenas, anymore. And, if you do reach for a cigarette in an unrestricted area, chances are that you'll draw a few snide remarks.

Non-smokers are a mixed bag of people. Some are outright hostile to smokers. They cannot tolerate the haze of carbon monoxide — and they are quite vocal about it. A few are a bit more discreet. They post "No smoking" signs on their desks and on the front doors of their houses. Then there are the folks who whip out their portable fans and aromatic air fresheners whenever you reach for a cig.

There are also the other non-smokers who attack your habit on a more personal level. They care a lot of about smokers . . . because they are married to one or maybe their parents smoke. They plea the old case of "poisoning your lungs." They don't want you to die young. They want you to quit, because they love you.

And, then, there are the ex-smokers. These people are happy with their lot in life. One chap raves about his newly found taste for delicate French dishes. "Even cheap wine takes on a new bouquet, when you quit smoking," he notes.

There are also the ex-smokers who are now health nuts. You know the type. Now they jog — or walk — after every meal. They cherish each breath. They now munch on nuts and special concoctions. They can go into a watering hole and quaff a few beers — witnout a cig — and not put on an ounce of fat. They encourage you to kick the habit. They admit that it's tough — but it's worth it in the long run.

Smokebuster. *It hasn't gotten this ridiculous, but smokers are beginning to get the hint. Scores of Grummanites are signing up for the company-sponsored 'FreshStart' smoking cessation program. (Photo by Bob Settles)*

Is it time to quit?

If you have been seriously contemplating quitting the smoking habit, now might be an opportune time to stop. Grumman is offering all Grumman smokers an opportunity to stop smoking via the American Cancer Society's FreshStart program. Designed to help people stop smoking and stay off cigarettes, the program consists of four one-hour, small-group sessions over a two-week period.

Depending on the number of Grummanites who sign up, the sessions will take place on company property after workhours. Wherever possible, the sessions will be held one-half hour at the end of the workday, and one-half right after work lets out. For every Grummanite who completes the four-session program, Grumman will donate $25 to the American Cancer Society.

FreshStart's key concept is planning ahead. This program does not contain any non-essential assignments. Rather, the focus is on the task at hand — making your stopping smoking a positive and successful experience.

The company is also looking for Grummanites who are interested in becoming facilitators who will lead the quit-smoking group. Though the company is looking for those who have become successful ex-smokers, it is also asking people who have experience as facilitators or who enjoy working with groups. All volunteers will undergo a training program with the American Cancer Society.

If you are interested in participating either as a potential ex-smoker or a facilitator, fill out the form on this page and mail it to: Quit smoking, A41-GHQ.

Quit smoking

(Check one)

☐ I'd like to quit smoking. Sign me up for the FreshStart Program.
☐ I'd like to volunteer my services as a facilitator.

Name. . . . . .
Mail stop. . . . . Ext. . . . . .
Workshift. . . . . Plant. . . . . .

Mail to: Quit Smoking, A41-GHQ

Some facts about smoking

The severe health hazards of smoking may be your main reason for wanting to stop . . . not only lung cancer, but emphysema, heart disease and chronic bronchitis to name a few. There are other reasons, too:

- Smoke-filled air contains visible smoke particles and invisible gases that may irritate the eyes and nasal passages. These same substances may also trigger allergic reactions.
- Inhaled carbon monoxide, in both smokers and non-smokers, enters the bloodstream through the inner surface of the lungs. Carbon monoxide robs the body of needed oxygen, and commonly leads to headaches, dizziness and lack of energy.
- Hydrogen cyanide is not found in customary forms of air pollution, yet it is a highly active enzyme poison found in cigarette smoke. Long-term exposure to levels of about 10 ppm (parts per million) is considered dangerous. Concentration in cigarette smoke is 1,600 ppm.
- Ten cigarettes smoked in a closed automobile produce carbon monoxide levels up to 90 ppm. The carbon monoxide present in such a situation can interfere with the driver's ability to judge time intervals and can lead to accidents.
- The American Medical Association estimated that at least 34 million Americans have respiratory conditions which are made worse — often dangerously so, by being around people who are smoking.

Merrifield, Cohen earn first Spares Awareness awards

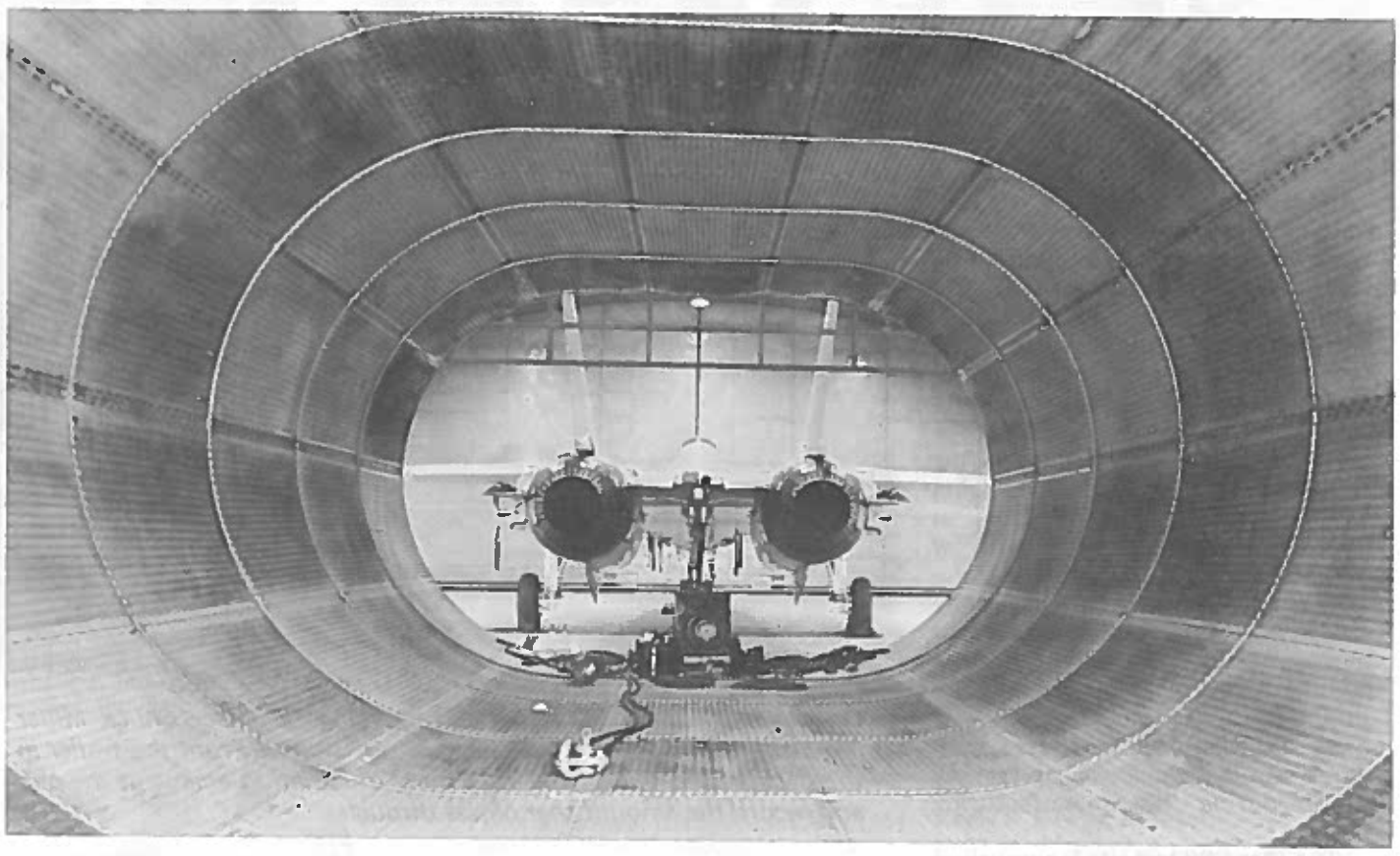
Dick Merrifield and Howard Cohen, both of Supply Operations, are the proud recipients of checks for the first awards made under Grumman's Spares Awareness Program. This is a program designed to identify and improve any problems Grumman might have in individual spares prices. Bob Myers, Sr. Vice President of Business and Resource Management (L), and Harry Kline, Vice President of Integrated Logistics Support (R), presented the awards.

Hush House tames roar of engine runs

It may well be one of the quietest spots in the company and, as such, it has been appropriately named the "Hush House." Located in a field of low rolling hills in Calverton, the Hush House is a small, one-aircraft hangar designed specifically to house one of the loudest test functions in aircraft design certification — high power engine runs — and to do it quietly.

"Before the advent of the Hush House here at Calverton, we had to conduct all our high power engine runs outdoors with no real noise suppression capabilities. That not only made it difficult for our test technicians and engineers, but also was not very popular with our neighbors out here," comments John Trahnstrom, Hush House project leader and test manager.

Indeed, noise and its effect on people — neighbors and technicians alike — is the problem that the Hush House was designed to solve. "Running the engine tests outdoors created noise decibel levels that were really intolerable. The test technicians and engineers were working in an environment that I can only describe as what it would be like to try to figure out your taxes on a busy subway platform while trains were roaring past. It was not exactly conducive to accuracy or concentration," says Trahnstrom.



Muffled roar. *The noise of high power engine-run tests is suppressed in the Calverton Hush House by an 80-foot long stainless steel muffler tube that is lined with perforated acoustic panels designed to absorb sound.*

Tailored for Grumman

The Hush House is technically known as an aircraft noise suppression hangar. Its design is an adaptation of several similar structures in existance elsewhere in the country. "This particular hush house, however, is tailored specifically for Grumman and our needs here at Calverton," notes Trahnstrom.

While its primary purpose is noise control to protect the surrounding community, Trahnstrom notes that the design of the Hush House also makes it the "focal point" of all engine test runs in Calverton. "What the Hush House does is allow us to run our tests 24-hours a day where before we were limited by an 8 p.m. curfew," he says.

All the military power and afterburner engine tests will be accomplished in the Hush House. It will also serve an important role in support of aircraft in the field as a site for diagnostic high power testing and trouble shooting.

Because of its multi-faceted duties, the Calverton Hush House has a number of distinctive features. "This is the first hush house of this type and its inherent differences are a direct result of our designing it to meet the needs of several different airplanes that we test here in Calverton," points out Trahnstrom.

One such special feature of the building is an enlarged air cooled exhaust muffler tube designed to handle the testing of several different size and different power levels of aircraft engines. The tube is made of a very heavy gauge stainless steel that is most peculiar for its perforated surface. Beneath the perforated skin, there are special acoustical panels designed to absorb engine noise while sustaining high heat and wind buffeting that come from high power engine runs.

Comfort zone

In fact, the entire building is covered with this combination of perforated steel skin and accoustical sound-absorbing panels. The exterior walls of the hangar act as intake areas for the air that is pumped into the building at a rate of 10 times what is needed for engine combustion purposes. "The entire building is covered with the acoustically-treated, stuffed perforated walls that absorb the sound of the engine tests exceptionally well. In fact, in the tests that we have run so far, our readings show decibel levels only 250 feet from the building at a comfortable 80 dBa during runs," notes Trahnstrom.

In the control room, from which all the tests can be run on computerized data recording machines, the decibel level during engine runs is 70 dBa or below, approximately the noise level of a quiet office area. Sealed behind a vault-like airlock door, the control room technicians can watch the engine runs from a variety of angles provided by the three special closed circuit cameras positioned in the hangar. The visual information is also recorded on a videotape cassette for storage and reference used by the test engineers.

Round-the-clock

The automated design of the test equipment and the facility's ability to run tests year round on a 24-hour a day schedule are the features that are expected to cut operating time for the engine tests in half. "The amount of manhours per test will be reduced by 50 percent easily, and we are looking for significantly larger savings as we get more experience working in the building," says Trahnstrom.

Construction on the Hush House was begun in early 1983 and completed in August this year. The hangar part of the structure is 83-feet-long by 75-feet-wide. The Hush House's most distinctive feature, its stainless steel muffler, extends 80 feet from the rear of the building. The cylindrical muffler tube is 13 feet high inside and 21 feet wide. It ends at a slanting exhaust deflection wall that expels the engine exhaust up into the open air.

Inside the hangar, there is a single test bay designed to hold any one of the different type aircraft that can be tested in the facility. "The building was designed to handle only one aircraft at a time and to have all the various support equipment needed for the testing operations of different aircraft focused in one area thus cutting down the manhours needed for each type of aircraft engine test," asserts Trahnstrom.

Acceptance tests (noise, aerothermal and performance) of the Hush House began in September with full scale engine runs conducted on an F-14, an A6-E, an EA-6B and an EF-111A with performance comparison to similar outside tests. The acceptance tests involved technical disciplines and personnel from Grumman as well as from a number of Navy programs including: test engineers from the Naval Ocean Systems Center in California; the Naval Civil Engineering Laboratory; the Aircraft Environmental Service Office; and local resident NAVPRO personnel. In addition, Grumman personnel from each different aircraft program were involved in the course of testing their airplanes. "The Hush House building and its ultimate successful contribution to our testing operations here in Calverton is a result of a dedicated effort by both the Navy and Grumman," comments Trahnstrom.

Radiant debut for Pl. 66 radome test range

Seated before an array of brightly lit computer screens, radome test engineer Chuck Miller takes aim and fires a burst of radiation at an EA-6B tracker jammer (T-J) radome mounted on a stand some 85-feet away. Miller is not testing a new Star Wars ray gun — he is conducting transmissibility tests on the T-J radomes manufactured in Plant 66.

The Milledgeville Operations radome test range became operational in mid-July and is the only such test facility outside of Bethpage, Long Island. Prior to getting the on-site test range at Milledgeville, all the radomes manufactured in Plant 66 were shipped up to New York to be tested in Plant 14.

"Doing the tests here saves the company a great deal of time and money," points out Miller. "Besides eliminating the time wasted in shipping the radomes up to New York and then back here again, with an on-site test range we can trouble shoot during the manufacturing process."

The Plant 66 test site is comprised of an operations room inside of a 12x60-foot trailer located on the southeast side of the plant. Outside the trailer is a rectangular shaped 35-foot range surrounded by anechoic platforms designed to absorb any stray radiation. At the far end of the range is a rotating stand on which the radomes are mounted for testing.

On-site test. *Plant 66 Radome Test Range engineer Chuck Miller mounts a radome pod to the range's test stand. From the trailer in the background Miller will fire a burst of radiation energy at the pod and record the amount that passes through.*

"What we do in the transmissibility tests is take the T-J pod and position it on the rotating stand. I calibrate the computer system to 100 percent power, aim the source gun, and shoot 70 milliwatts of radio frequency (RF) energy at the radome," explains Miller.

The test system's computers then take a 360 scan of the radome, recording the amount of energy absorbed. "The construction of the radomes is designed to make them as transparent as possible to RF energy. Our tests measure how much of the radiation passes through the radome with a minimum acceptable level of 85 percent. Thus far all the units that we have tested have been getting about 89 to 91 percent," notes Miller.

It takes approximately 24 hours to run each radome through the transmissibility test after which the information is sent to the Plant 66 Quality Control manager and the on-site government representative for evaluation. Once approved, the radomes are shipped directly from Plant 66 to the customer. "Logistically, having the test site here in Milledgeville is real boon to the whole manufacturing process," says Miller. "We have the manufacturing people right here on hand to make any repairs that may be needed and we are on hand to test individual radomes when needed as they move along the production line. Overall, it cuts our turn-around time down significantly," he adds.

The trailer set-up for the radome test site is meant to be a temporary one, with an upgrade for the system expected sometime in early 1985, says Miller. Currently the test site is operating with a single channel frequency system. The upgrade will add multiple channels and frequency capabilities designed to further reduce testing time and increase overall accuracy. The addition of new equipment and the possibility of putting the test range indoors to protect it from the elements will also enable the test site to conduct tests on smaller domes also manufactured in Plant 66.

"The goal for the Milledgeville test site is to get all radome manufacturing and production testing done at Plant 66. The savings in time and money would be significant," comments Miller. "In addition, such a move would take some of the work burden off of Plant 14 so that those people and facilities could concentrate on the independent research and development programs."

Time saving testing. *Inside the test range's operations trailer Miller makes the necessary calibration adjustments for the test he will run on the radome pod mounted outside 85-feet away. Having the test range in Milledgeville saves sending the radomes on a round trip to Bethpage Plant 14 for testing.*

More personals

The family of Edward Andrews wishes to express its sincere appreciation to all of Ed's friends, co-workers and ESO for their kind expressions of sympathy, thoughtful mass remembrances and charitable donations in his memory. Ed's association with Grumman Aerospace was a long and happy one. Jean Andrews

My family and I wish to express our sincere thanks and appreciation to my friends and co-workers for their kind expressions of sympathy during the recent loss of my mother. Frank Schroeppel

On behalf of my family and myself, I would like to express our sincere thanks and appreciation to my fellow co-workers in Plant 110 and to the personnel in Dept. 251, for all the kindness and support brought forth, and the donation of the beautiful flowers, upon the sudden and unexpected departure of my beloved mother. Again, many thanks. George Herzog

I wish to express my sincere thanks and appreciation to my friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my mother Ethel E. Egloff. Rene Egloff

Our family wishes to express our sincere thanks to our Grumman friends and co-workers for their kind expressions of sympathy and concern during the recent loss of our son and brother, Paul. Victor and Mary Anne Albanese

My family and I send deep appreciation and thanks to all of you for your words of understanding, kindness and thoughtful acts during the recent death of my father. Emil Fuchs

Retiree obituaries

(Continued from page 2)

Charles T. Meilleur of 62 Oregon Court, Syosset, NY, died August 24, 1984. He retired in 1977.

Gustave Buckel of 10200 N. 122 Ave., Largo, FL, died August 27, 1984. He retired in 1961.

James J. Chastonay of 163 Orchard St., Pt. Orange, Fla., died September 13, 1984. He retired in 1971.

Lawrence J. McGovern of 69 Dollard Dr., No. Babylon, N.Y., died September 18, 1984. He retired in 1982.

Samuel Moffett of 23 Tarkill Rd., Ridge, N.Y., died September 19, 1984. He retired in 1979.

Robert H. Lind of Richmond B-3, Century Village, Deerfield Bch., Fla., died September 20, 1984. He retired in 1984.

John P. Zurich of 7917 SE Villa Cir., Hobe Sound, Fla., died September 20, 1984. He retired in 1977.

Raynar Timmers of 18 Johnson Ct., Babylon, N.Y., died September 22, 1984. He retired in 1984.

George Marcuccio of 101 Catherine St., New Pt. Richey, Fla., died September 23, 1984. He retired in 1962.

Philip Bernardello of 82 West Blvd., Bay Park, E. Rockaway, N.Y., died September 26, 1984. He retired in 1977.

Robert B. MacDougall of RD #1, Box 381B, Craryville, N.Y., died September 27, 1984. He retired in 1972.

John J. Elsis of 2161 Van Nostrand St., o. Merrick, N.Y., died September 27, 1984. He retired in 1977.

C.R. Maimone Jr.

R. Gawlik

S.P. Bartoszek

G.P. Scannapieco

A.L. Loeffler Jr.

J.A. Menniti

N.J. Hawrey

J.T. Hebron

A.C. Durner

service milestones

40

Eugene Goltz, Flt. Test Mgmt. (7)
William J. McLean, Grumman Allied

35

John W. Zito, Drop Hammer (2)
Ernest E. Maxey, Mech. Struct. & Proto. (2)
Edward M. Raab, Mfg. Bus. Mgmt. (2)
Frank Lupo, Prod. Cont. (2)
Frank Romano, Det. Parts Fab. (3)
Anthony J. Salamone Jr., Maint. (3)
Walter C. Berndt, Flt. Crew (4)
Lenward Spellman, Assy. (5)
Joseph Schneider, Prod. Plt. Mgmt. (5)
Frederick D. Roemer, Mgmt. & Staff (5)
James J. Chisholm, F-14 Sys. Test (6)
Joseph Adamo, Plt. Matl. Stor. & Distr. (6)
Richard T. Moebes, Forming Heat Treat (11)
William L. Horney, Metallurgical Engr. (12)
Anthony Zoccoli, Mfg. Sch. (25)
Edward J. Kelly, Analog Hy. Comp. (35)
Mark E. Mellinger, Comp. Sys. Mgmt. (35)
Stephen T. Kertesz, Train. Proj. (39)
Herman F. Schenck, Prog. Eng. Mgr. (40)
Fred W. Ligon Jr., Conf. Data. Mgmt. (40)
Samuel Bowden, Methods Engr. (43)
Rudolph A. Avitabile, Mgmt. & Staff (43)
James A. White, Mfg. Prog. Mgt. (110)
Edward A. Zakshevsky, Prod. Prog. (110)
Donald F. Oehl, Supplier Cont. (287)

30

Alfred M. Whitehurst, Trans. Ops. (2)
Clifford R. Heitman, Trans. Ops. (7)
Edmund K. Detlefsen, Trans. Ops. (7)
Paul J. Damico, ILS Pubs. Cont. (15)
Richard H. Christoffer, Trans. Equip. (20)
Julius F. Averna, Proc. Serv. (30)
Edward J. Kennelly, Res. Tech. Supt. (35)
Eugene P. Donovan, Ops. Mgmt. (66)

25

Bernard J. Picone, E-2C Wings/F-14 Wings (77)
Richard T. Inman, ILS Site Reqmts. (106)
Joseph J. Bundy, Struct. Des. (272)

Charles R. Maimone Jr., Elect. Fab. (1)
Robert Gawlik, Ctr. Sect. Final (3)
Stanley P. Bartoszek, Mech. Insp. (3)
Gerald P. Scannapieco, Avionics Test (5)
Nicholas J. Hawrey, Jigs, Det. & Sub. Assy. (6)
James T. Hebron, PPM - Comm. & S/C (9)
Albert C. Durner, Flt. Sci. Proj. Mgt. (9)
Robert W. Brandstetter, Systems Sci. (35)
Jacques M. Crouzetpascal, Matl. & Struct. Mech. (35)
Albert L. Loeffler Jr., Fld. Dyn. (35)
William R. Richards Jr., Ep. Circ. & Mod. Fab. (43)
Joseph A. Menniti, Marketing (43)

20

Walter Beichle, ILS Subsys. Engr. (1)
Milton L. Farkas, Malt. Rev. Engr. (1)
George Harrison, Spec. (1)
Howard Krasner, Spec. (1)
Edward J. Januszkiewicz, Assy. (2)
Donald B. Nuttall, Welding (2)
Samuel Rauch, Ind. Eng. (2)
Leo S. Ellermann, Maint. (2)
Charles A. McGhee, Food Serv. (2)
Otto W. Schaffner, Conv. Mach. (3)
Alfred E. Gordon, Mach. Ops. Mgmt. (3)
Robert M. Blauvelt, Matl. Rev. Engr. (3)
Julian Abrams, Mach. Insp. (3)
John A. Kaline, Comp. Arch. (5)
Thomas E. Newman, Comp. Arch. (5)
Gerald S. Martinis, Ops. Anal. (5)
Victor E. Orlando, Corp. Inst. Syst. (5)
James B. Seidel, Mgmt. & Staff (5)
Angelo J. DeMarco, Est. Tech. (5)
Donald A. Riehl, Bus. Mgmt. & Anal. (5)
Richard J. Olish, Instr. Test (6)
Dorothy J. Hackert, Medical (6)
Robert E. Lowell, Pres. Serv. (6)
Charlie M. Nettles, Plt. Prot. (6)
Jonas F. Ulshafer, Plt. Prot. (6)
Carleton E. Plumer, RF Equip. Prod. Suppt. (6)
Ernest A. Behnke, Electro. Compatibl. (7)
Raymond E. Ligotti, Electro. Compatibl. (7)
John A. Sullivan, Display Instr. & Lt. (7)
James E. Glover, Sys. Dev. & Integ. Mgt. (7)
Charles F. Crofts, FTT Sys. (7)
Louis L. Klose, Flt. Ops. Insp. (7)
Thomas E. Grimes, PMM — Comm. & S/C (9)
Alvin M. Perlmutter, ILS Concepts (9)
Edwin C. McGovern, Prog. Contracts (9)
Ellen J. Raymond, Conf. Data. Mgmt. (9)
Nicholas Kameno, Q.C. Lab. (10)
John F. Toomey, Elect. Test (14)
George E. Cotter, Eng. Dev. Mgt. (14)
Werner M. Peritz, ILS Tech. Writing (15)
Delores T. Bruno, Cent. Shipping (17)
Tim M. Gray, Whse. (21)
Donald F. Ryan, Insp. Methods (24)
Paul H. Albers Jr., ILS Servo/Elect. (25)
Truman L. Onderdonk, ILS Elect. Pkg. (25)
Frank R. Campo, ILS Resource Cont. (25)
Donald F. Fries, ILS Supply Ops. (25)
Santo LaCarrubba, Optic & Display Equip. (25)
John R. Mullineaux, Conf. Data Mgmt. (25)
Robert W. Schiemel, Conf. Data Mgmt. (25)
Frank A. Petro Sr., Prog. Proc. Mgt. (30)
Joanna M. Watson, Gen. Comm. (30)
Ivor Frank, Gen. Comm. (30)
Carol M. Seymour, Gen. Comm. (30)
Vincent J. Dunn, Pricing & Anal. (30)
Runyon H. Tindell, Fluid Sys. (35)
Thomas J. Cataldo, Comp. Des. (35)
David G. Reid, Res. Tech. Supt. & Ops. (35)
Gordon D. Alpers, Sys. Safety (40)
Walter E. McNally, E.S.O. (40)
Arthur Maus, Wire Prep. (44)
Edward T. Shea, ILS Train. Sys. Eng. (47)
Joseph A. Recca, Prod. Mgmt. (77)
Kenneth J. Bell, Prod. Mgmt. (77)
Jack W. Arnold, Purchasing (77)
Raymond F. Bries, Quality (88)
Kenneth Lowry, ILS Mech. Equip. Eng. (110)
Norman S. Meyers, ILS Mech. Equip. Eng. (110)
Irving H. Zuckerman, ILS Site Reqmts. (110)
Melvin Schwartz, ILS Site Reqmts. (110)
Robert Brand, ILS Equip. Des. Eng. (110)
John J. Rosse, Prog. Plann. Cont. & Budg. (110)
Charles W. Walters, Supt. Sys. (280)
Joseph Ciocca, Grumman Allied
John Polasek Jr., Grumman Corp.

15

Emma J. Maddox, Pride Line (2)
Joseph A. Mallen, Forming Heat Treat (2)
Anthony L. Amodeo, Assemblies (3)
Harry J. Roslund, Corp. Instr. Flt. Data (4)
Barbara J. Hickey, Repro. Servs. (5)
John J. Pedroso, Manpwr. Budg. & Cost Stat. (6)
Philip J. Fitzpatrick, FTT - Tech. Supt. (7)

R.W. Brandstetter

J.M. Crouzetpascal

Thomas M. Kastner, Flt. Saf. & Supt. (7)
Dorothy J. Treutle, Prog. Mgmt. (9)
Anita L. Taylor, Prog. Plann. Cont. & Budg. (9)
Thomas J. Scully, Cust. Supply Reqts. Mgt. (30)
Annie B. Fowler, Pres. Servs. (35)
Leon M. Magill, ILS Equip. Des. Engr. (40)
Lorraine S. Bedell, Bus. Ops. Mgmt (40)
Judith S. Crespo, Personnel. & Admin. (77)
Ronald J. Farkas, Info. Res. Mgt. (105)

calendar

(Continued from page 2)

Grumman Baseball Card Club: first Wed. of every month, 12-12:30 p.m., Plant 25 conference room. S. Froehlich, Ext. 52508.

Klown Klub: every second Tues. of each month, Recreation bldg., 4:15 p.m. Guests welcome. M. Deyns, Ext. 57564.

Karate Club: every Tues. and Thurs., Recreation bldg., beginners 4:30 to 5:30, advanced 5:30 to 7:00 p.m., black belt instructors, physical and mental development. New students at the beginning of each month. Guests welcome. T. Ortiz, Ext. 58497.

Model Railroad Society: every Wed., 7 p.m., Recreation bldg., Regular meeting. Guests welcome. R. Muntz, Ext. 56865.

Magic Club: last Wed., of every month, The Magic Shop, Mid-Island Plaza, Hicksville, 4:45 p.m. Guests welcome. M. Lichaw, Ext. 56114.

Roller Hockey Club: Meets every Sun., 1 p.m. For more information, employees can call Arnie Pritchett on Ext. 934-8402.

Roller Skating Club: every Thurs., Levittown Skating Rink, lessons at 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 52291.

Society of Logistics Engineers (SOLE): Tues., October 30, Antun's, Hicksville, 5:30 p.m. Dinner meeting. Guest speaker will be Col. John Reynolds, Director for Logistics Research at Wright-Patterson AFB. Stan Lane, Ext. 57527

Stamp Club: First three Wed. of every month, 5-6 p.m., Plant 35 cafeteria, trading sessions and discussions. S. Hoops, Ext. 53926.

(Continued on page 11)

work

It's one third of your day for probably 45 years of your life. You love it, hate it, can't wait for Mondays, or just live for Fridays. It gives meaning to your life, or maybe it's just a way to keep food in your stomach and clothes on your back.

Whatever work means to you, it's definitely part of the way you define your place in the world.

In the latest in a series of interviews in which Grummanites talk about work, Jeanette Vaughan, an assembler/riveter at Grumman Houston Corporation, talks about her job.

Very versatile. *In her seven years at Grumman, Jeanette Vaughan has worked on yachts, offshore oil drilling equipment, and now aircraft.*

I started working for Grumman in '77 — at Pearson Yachts in League City, Texas — and I transferred over to Grumman Houston in '79. At Pearson I was co-supervisor of the mold room, which made the four parts of the boats: the hull, the headliner, the deck, and the interior.

Pearson Yachts decided to reinvest all the money from the plant down here in their plant up north, so they could go into bigger boats — our plant wasn't able to build anything bigger than a 28-foot. So, Grumman Houston came over and hired us. They took us one by one and decided where they would put us . . . I didn't lose a day of work.

At Grumman Houston, I started out in the paint shop as a commercial painter on the company's oil drilling and radiation equipment. I was there two years. I also did fiberglass repair on the offshore units, which were sold to Schlumberger for their offshore oil drilling platforms. I also did any final touch-up on any of the oil-well service trucks or anything that left the plant.

Later, I worked in the alodine room for a year, which I loved. I also learned the engraving machine. All my tools have my name engraved in them .

Last September, my supervisor, Joe DeBonis, suggested I go to New York to train to be an aircraft mechanic, since the oil industry was in a downturn. You had to be versatile. So, I was up in New York for three months, from Labor Day to Christmas. I learned the leading edge for the A-6 fin, and all the fin subassemblies, and I learned the various disposable parts that catch a lot of the fire through the exhaust area. I learned about the systems, how to make them, and how to speed up the process in making them for spares and whatever . . . the training was all done in Plant 2 in Bethpage.

The supervisor I worked under was Joe Abbattiello, and the guy who taught me (and I mean, taught me! Teaching me the difference between a drill motor and a C-squeeze . . .) was Roy Jacobs, an excellent guy. He didn't have any qualms about having to *teach a woman*, not at all. I've found, once you've worked in an area that's mostly men, and they find out that you're going to do what you have to do on your job, and you're going to do it to the best of your ability, they're going to help you.

'I started working in a building with 50 men, and I held my own.'

Before I started working at Grumman, I was at home with four little girls. A housewife. Pearson Yachts was a new industry opening up in town. My younger brother was called by the unemployment office, who said there was an opening at Pearson, but he would have to work with fiberglass. And he said, "No way." Well, I went and applied for the job. I said, if you don't like me and you don't like my work after one week, don't pay me. But I'll prove to you that I can work. Within a year and a half I was the leadperson of the whole half of the building, 45 to 50 people — Thanks to Manny Tavares of Pearson Yachts, Rhode Island, my number-one male boss, for teaching me fiberglass in a 'man's world.'

It was just determination on my part; "I'm going to prove that I can do this." It took a lot of studying at home, reading blueprints. I had had a little bit of drafting, so I studied up more on the subject. That way, I could better qualify myself on blueprints, codes on blueprints, et cetera. I even checked out books from the library on fiberglass — the ideal of it, the repair, and the different resin mixes.

I felt if I want to stay anywhere, or even move up, in a male-oriented field, I was going to have to put forth a whole lot more effort.

When I went to work as a newly divorced mom, my children were 12, 10, five and four. All four girls. But my mother lived a couple of blocks away. So during the school year, I would take them all over to my mother's house, in their pajamas, with a box of cereal and a gallon of milk. They had some clothes over there. During the summer, as the kids got older, they stayed home. They would go over and see Grandma later in the day. And they had their little chores.

Now, my oldest works at Grumman. Suzie's been at Grumman one and a half years. I think Grumman's attitude on the family is tremendous, because having her work, and buying her own clothing, and her own transportation, is a big help. She has one more year of high school, which means now that school's started, she's back on four-hour days. Through a program at her school, she spends four hours in classes, and four on the job.

My second one, Nancy, is also looking forward to going to Grumman. And who knows? Maybe the younger ones, Vicki and Julie, will one day be Grummanites also.

I'm now in the assembly area. I work on everything from nose cones for the F-14 to six panels that go on the A-6E and EA-6B wings. There are six different panels and each one has a very difficult procedure to do on it. I do all the conduits for avionics and the fins.

'I feel I've passed on my knowledge. And that's good.'

What has happened lately is, I've been helping to train others, based on the experience I've gained from all of my trials and tribulations. I think the latest count is 23 people from other departments that I've helped teach new skills to. They are given to me for a minimum of three weeks. Hopefully, during that time, you can teach them something. It's my gratification when they are promoted.

I would like to follow in Gus Befort's footsteps. He's the senior leadperson here. He's always stood behind me, and sometimes, even pushed. When I've felt insecure, he would just come up and boost my morale . . . Another goal I have is, I'd like to get more involved in the repair of all these items.

I work with another woman, Mary White, who's my 'right hand man.' She was transferred out to high bay from electrical during the oil slump. Now, she's very new to the aircraft area, but she's quick and she's very dedicated. And once she makes a mistake, that's the only time she's going to make it. I always say, "Mary, you can't make more mistakes than I did, because I made every one. But only once." Go ahead — ask Roy or Gus!

I have taught other people engraving, and it keeps coming back to me whenever I have to go do a job or something . . . and I feel, well, I've passed on my knowledge. That's good. I don't believe in job security. I bel..ve the more people that learn your skill, the freer you're going to be to learn something else.

Grumman is a company that suits me fine. I work overtime when it is there . . . even Saturdays. And the benefits, I have had to go to the hospital for hernia surgery. I went in, didn't pay a penny. Came out, didn't pay a penny. And my little girl chipped a bone in her ankle. Grumman paid every bit of that, too.

I think what really helped me out was I started working in a building with 50 men, and I held my own. Now, I'm not scared to do any job. Of course, I'm not going to go out there and grab a 25 pound sledgehammer and start working physically. I just feel that Grumman doesn't look at you as male or female, black or white, or green or yellow. They look at what's deep inside.

And they look at you and say, "here's your opportunity. What are you going to do with it?" Hearing that, I feel like I'm going to give 'em the very best I can.

scorecard

Hobby happy

If your hobby interests have turned towards the canvas or to the camera, then perhaps you are ready for the annual Grumman Recreation Department Art and Photography show.

Grumman artists and camera enthusiasts can drop off their entries for the show at the Recreation Plant 28A auditorium beginning Monday, November 12, through Wednesday, November 14, during the hours of 12 noon to 1 p.m. and again from 4 to 6 p.m.

Entrants may place two samples of their work in any one category for a maximum of five entries in the art portion of the show or a maximum of eight entries in the photo show. Paintings and photos should be framed or mounted appropriately for display and clearly marked with the name, phone extension and entry number of each entrant.

Categories available to Grumman artists include four Oil, Plastics, and Acrylics groupings (land and seascapes, still life, figure and portrait, nature); watercolor; pastels; black & white; graphics, etc.; sculpture; non-objective, abstract — any medium.

Only one award will be given to a person in the same category, with the awards presentations to be held Friday, November 16. Winners will be notified to appear to accept awards. Entries will be judged on the basis of originality and artistic ability. All entries must have been completed during the past year. Entries from previous Grumman Art and Photo shows will not be accepted.

Participants in the photo portion of the show may enter their work in any of four divisions including: black and white prints; color prints; color slides; and snapshots. Divisions 1-3 are divided into six subdivisions each: pictorial; nature; still life and abstracts; portraiture; human interest; close-up/macrophotography. Division 4 includes photos taken informally with hand held camera with a maximum size of 4x5 inches.

Entries will be exhibited at the Plant 28A auditorium on Thursday and Friday, November 15 and 16, from 4 p.m. to 6 p.m., on Saturday, November 17, from 1 p.m. to 4 p.m. and Sunday, November 18 from 1:30 p.m. to 4 p.m. Entries will be returned on Sunday, November 18 from 4 to 6 p.m. and on Monday, November 19, from 8 a.m. to 4 p.m.

Vacation getaways

If you have been saving up your vacation time for that special trip this year, then Grumman Recreation may have just what you've been waiting for. Reservations are still open for several of the special vacation trips.

For those looking to extend their summer sunworshipping, Recreation is offering a November Florida tour. The round-trip motor coach excursion will leave Long Island on November 7, returning on the 14th. Travel, motel accommodations and guided tours are priced at $315 per person, double occupancy.

November is also the month for more exotic travel, as Recreation presents its "Tour of Israel." Running 10 days, from November 17 through 27, the tour includes deluxe hotels and a guesthouse stay in Galilee as well as sightseeing and fabulous dining — all for $1,280 per person, double occupancy.

For lovers of the tropics, Recreation has a Nassau/Bahamas Thanksgiving vacation. For $519 per person, double occupancy, you can enjoy six days and seven nights from November 17 through 24, on the beaches and in the casinos of Nassau. The vacation package includes round-trip air transportation, deluxe Nassau Beach Hotel accommodations and all the sun you can soak up.

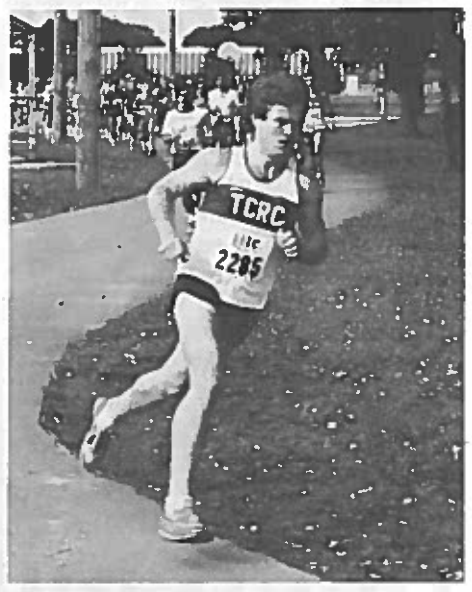
A running chance

If you start each day with a brisk run of a few miles through the neighborhood, then the Grumman varsity running team may be for you. Recreation has announced tryouts for the varsity running team scheduled to run this fall.

The team represents Grumman at Tri-State running events such as the Corporate Challenge road racing series held each summer at Eisenhower Park on Long Island and in Central Park, New York City.

There are openings on the team for men and women as well as for master's runners, for the 1985 racing season. The team roster will be limited to 35 runners, and tryouts will be held yearly at the completion of the summer racing series.

Eligibility is based on performance in any certified five kilometer to 10-kilometer event run during 1984. If you are interested in joining, submit your best race results to team managers Irwin Solomon at Ext. 115-8210 or Pat Masterson, Ext. 111-53643.



Lakeside speedster. *Mike Timmons of the Grumman Road Runners Club was the overall winner in the September 29 Babylon Lakeside Run in Phelps Lane Town Park. Timmons took the lead at the start of the race and never looked back, finishing as an easy winner in 26 minutes, 6 seconds over a field of 650 runners.*

Plant 66 swingers. *Finishing with a record of 23 wins and one loss in their league, the Grumman Milledgeville varsity softball team members were: Clay Wood, Ben Hodges, Mike Bradley, Jim Washington, Kelly Stinson, Nelson Cullum, Glenn Hopson, Phil Treadway, Mark Allan, Mark Kickey, Derek Fowler, Glenn Beasley, Ralph Vincent, Leonard Duncan, Pedro Tamayo, Tom Salvador, Kenny Murphy and coach Wendell Barr.*

Southern softball

Playing in the Baldwin County Industrial League, the Plant 66 varsity softball team managed to compile a record of 23 wins against only one loss. The team finished second in the Georgia State Industrial Tournament with a 7-2 record and finished the season with an overall record of 48 wins and 14 losses for a .744 average.

The Milledgeville players placed an impressive total of six players on the All-County softball team including: pitcher Clay Wood; catcher Ben Hodges; second baseman Phil Treadway; outfielders Mike Bradley and Nelson Cullum; and coach Wendell Barr.

The leading powerhitters were Wood, with a .667 average; Hodges at .545; and Mike Bradley with .515. Hodges also took the home-run title for the year swatting a total of 18. Glen Hopson drove in a high of 66 runs, while Wood led the team with 114 hits.

The Plant 66 team's record in their league over the last three years is an impressive 66 wins and five losses with an overall record of 171-50. The Grummanites were Georgia State softball champs in 1983 and runners-up in 1982 and this year. Coach Barr says his team is already looking forward to the 1985 season and "another crack" at the state title.

calendar

(Continued from page 9)

Table Tennis: every Fri., Recreation bldg., 4 p.m., and on Sunday at 9 a.m. Open to all, both Grummanites and general public. Jim Pope, Ext. 53008.

Tap Dancing Club: every Mon., Recreation bldg., beginners 4:30 to 5:30 p.m., Intermediate 5:30-6:30 p.m. Guests welcome. P. Tropea, Ext. 52260.

Grumman Toastmaster Club: every Wed., GHQ bldg., third floor conference room A, 5 to 7 p.m. Grumman employees only. A. King, Ext. 56779/P. Ivy, Ext. 52931.

Grumman Scuba Divers Club: Wed., November 14, Fox Hunt, Hicksville, 7:30 p.m. Guests welcome. P. Craig, Ext. 55256.

Soccer season kicks off

The Long Island Soccer Football League (LISFL) opened up its fall outdoor season on September 16 with the Grumman varsity soccer team beating the Queens Village town team, 3-1.

Jeff Wilbert, a Plant 35 resource analyst, opened the season's scoring with the first of the Tomcat's goals off a corner kick early in the game. Teammates Vito Fagiolino, an ILS engineer in Plant 47, and Peter Cullen, a flight test engineer in Plant 7, each added another goal.

The Tomcats have since beaten a strong Baldwin town team, scoring their first shutout of the young season, 2-0. Goalie Jesse Suapengco of Plant 35 put in an exceptional performance for the Tomcats made even more impressive by the fact that he normally plays center/fullback on the team.

The Tomcats have also dropped one game to the Port Washington town team and tied a squad from New York City's Chinatown for a record of 2-1-1.

The team plays its home games on Sundays at 12:30 p.m. on the field behind Plant 18 in Bethpage. Upcoming games are scheduled for November 11 and December 2. Tomcat coach Joe Rietschlin says that he expects the team to finish "at or near the top of the league if we play up to our potential."

High kicker. *Jeff Wilbert, a Plant 35 resource analyst, opened up the Grumman varsity soccer team's fall season with this corner kick for a goal in the Tomcat's 3-1 victory over Queens Village.*

Robb mines Empire Games gold

Charles "Chick" Robb, a Personnel Administrator in Calverton and a Grummanite for 34 years, has not allowed time to dull his competitive edge. Indeed, this summer at age 52 Chick captured no less than eight medals in the New York State Empire Games held in Syracuse.

Chick's medals in the annual Empire Games came in both track and field and swimming events. His interest in the Games began in June of 1983 when he learned that the competition was open to Masters entries — men and women age 40 and over. With very little time to train and qualify, Chick managed to win a gold medal in the high jump and two bronze medals in the 200 meters race and the javelin throw in the 1983 games.

At this year's Games he set his sights even higher, entering in four swimming events as well as five in track and field. After working out six days a week during the spring Chick said he felt confident that he would improve his 1983 performance. And improve he did.

A golden performance

Chick's efforts in track and field were rewarded with an amazing five gold medals — sweeping each event that he was entered in including: long jump; triple jump; high jump; 100 and 200 meter runs. In swimming he stroked his way to silver medals in the 50 meter freestyle and the 100 meter backstroke adding a bronze medal in the 50 meter backstroke.

Adding to his impressive stack of achievements is the fact that Chick accomplished his eight medal performance in a grueling three day schedule of events during which he was often forced to rush from participation in one event directly to another arena of the Games with little if any rest in between. In fact, after winning his second gold medal in the 100 meter track race Chick rushed from the track and field arena to the pool — a 30-minute drive — only to arrive two heats too late to compete.

With the five track and field gold medals already in his trophy case Chick says he will concentrate on winning a gold medal in swimming in next summer's 1985 Empire Games.

Chick Robb

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